

INFORMATION REPORT

CD NO.

25X1A

COUNTRY

East Germany

SUBJECT

Status of East German Railroad Construction
Projects

25X1A

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SUPPLEMENT TO
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1. [redacted] obtained the following information from [redacted]
the Berlin regional railroad headquarters:

- a. Because of a shortage of rails and skilled labor, the connecting curves at Wildpark and Delzig will not be completed until 15 October 1952. The completion date for the connecting curve at Brandenburg has been postponed to 1 November 1952.¹
- b. The spans for the second track of the railroad bridge over the Oder River at Frankfurt/Oder are to be placed in position on 15 November.²
- c. The last span for the second track of the Oder bridge at Kuestrin was not completed, because the 10 tons of steel required for this span could not be procured.³
- d. The completion date for the new classification yard between Frankfurt/Oder and the Oder river is said to be 31 December 1952.⁴

2. In early September, source observed that the spur track under construction in the Vogelsang area extended from Vogelsang as far as Grossvaeter. The earthworks for this track are completed on a 3-km stretch reckoned from its junction with the main railroad line. At that time, the roadbed consisted of a 30-cm layer of sand. Rails and ties have been piled up on the course of the spur track. The arrival of ballast had not been observed by early September.⁵
3. In early September, source observed that work on the reconstruction of the railroad viaduct in Goerlitz was started on the Polish side of the bridge.⁶
4. In early September, source observed preparations for reconstruction work on the first span of the railroad viaduct at Goerlitz beginning from the Polish side of the river.⁶

CLASSIFICATION

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5. By studying the slow-down regulations of the Magdeburg regional railroad headquarters, source learned that double-track operations were started on the Hamorsleben-Wiersleben railroad line section on 3 October 1952.⁷

6. [REDACTED] obtained the following information from Berlin regional railroad headquarters:

- a. In spite of all efforts made, the "ordnung Berlin" project could not be completed on 15 September as scheduled. The new completion date was 4 October. Work was being done only on the southern track. Source believed that it would be possible to start railroad operations between Birkensweerde and Blankenburg on a night shift basis on 4 October. However, it appeared to him that the railroad overpass, the connecting curve and the railroad bridge over the Elbe River at Karow would not be completed by that date.
- b. Work on the staking out of the second stage of the "ordnung Berlin" project is expected to be started in early October at the latest.
- c. A double-track link is scheduled to be built between the southern section of the Berlin Outer Freight Ring and the Gießen-Bad Hersfeld railroad line. The project will be very expensive because the terrain in the area is hilly and swampy. Moreover, as the new line will cross the Berlin-Magdeburg trunk line west of Jülich, several connecting curves must be built. The project also involves the construction of new railroad bridges, including one over Lake Tiefenau.

7. In mid-September, source obtained information on the improvement of the Dresden-Schöna railroad line. Rails and ties were seen piled up along almost all the line between Dresden-Neustadt and Leidenau. The laying of rails was observed at the Leidenau railroad station. In mid-September, the second track had been laid only for use as short passing sidings between Dresden and Leidenau and at the Flathen and Leesigstein railroad stations.¹¹

8. In mid-September, source observed that the barbed freight station was closed to civilian traffic because it was jammed with construction materials of various types. Many diesel locomotives, which had a pulse of 100 hp, new rails, and sections of prefabricated houses were seen. Night and day shifts of trucks hauled the sections of the prefabricated houses to Glosse. According to the barbed station master, work on the construction of a railroad line to Bobbin was to be started in the second half of September.¹²

9. On 17 September, a conference was held at the Erfurt regional railroad headquarters. The construction of a new railroad line from Vacha to Unterbreisbach was discussed. The new line, which will parallel the previous one, will run exclusively on West German territory. Early works required for the project have been started. The completion date for the new line is December 1952.¹³

10. In early October, source observed that a new landing ramp and two loading sidings were under construction at Lichtenau.

11. On 20 September, source observed that work on the laying of ties for the Vogelsang-Oberföhrde railroad line was started from Vogelsang.

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12. In early October, source learned at the Berlin regional railroad headquarters that a second track was under construction on the Juntendorf-Lichtenfelde railroad line.¹⁵

13. On 21 September, [redacted] regional railroad headquarters that the completion date for the Lichtenfelde railroad line was 31 December.¹⁶

14. On 19 September, source observed that the spur track which was being built from Voigtsang will have a total length of 13.5 km. The ties will be placed on a layer of sand and no rock ballast will be used. Rails were not yet available. The line runs south of the Voigtsang railroad station in a south-southeasterly direction, crosses the Kohlendiek-Tarolina highway and then continues toward a point south of Brueckwald.¹⁷

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15. For testing purposes, concrete ties had been installed on the Chausseebelast railroad line. On 10 September, source observed that these ties had been replaced by wooden ties because the concrete ties had become unusable after six months.¹⁸

16. On 16 September, source observed that the Kunitz railroad construction project consisted of two tracks (tracks 1 and 2) running parallel to the "old" low-Tg resin railroad line and a spur track (track 3) 2.0 km long. About 200 railroad cars with construction materials were unloaded daily on tracks 1 and 2.¹⁹

17. On 26 September, source learned at a conference held at the Directorate General, Railroads, Berlin, that traffic on the Nordring Berlin was scheduled to be started on 1 October. For the time being, a speed limit of 50 km per hour was fixed for trains operating as far as Kirchhoefen. Test runs were to be made on 3 October.²⁰

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1. [redacted] Content. Information on the construction of these three connecting curves was transmitted previously.

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2. [redacted] Content. The completion date for the double-tracking of the railroad bridge near Frankfurt/Oder is 31 December 1952.

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3. [redacted] Content.

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4. [redacted] Content. Information on the construction of this railroad station was transmitted previously.

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5. [redacted] Content. Information on this construction project, probably a spur track leading to the new Soviet airfield in Schorfheide, was transmitted previously.

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6. [redacted] Content. These data confirm previous information on reconstruction work on the destroyed railroad viaduct over the Neisse River at Beelitz.

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Golm - Michendorf section of the new line

Constructed "Westring Berlin"

to Wustermark

not to scale

to Brandenburg

Golm

Wildpark

to Berlin

Potsdam

Velow See

Seddin

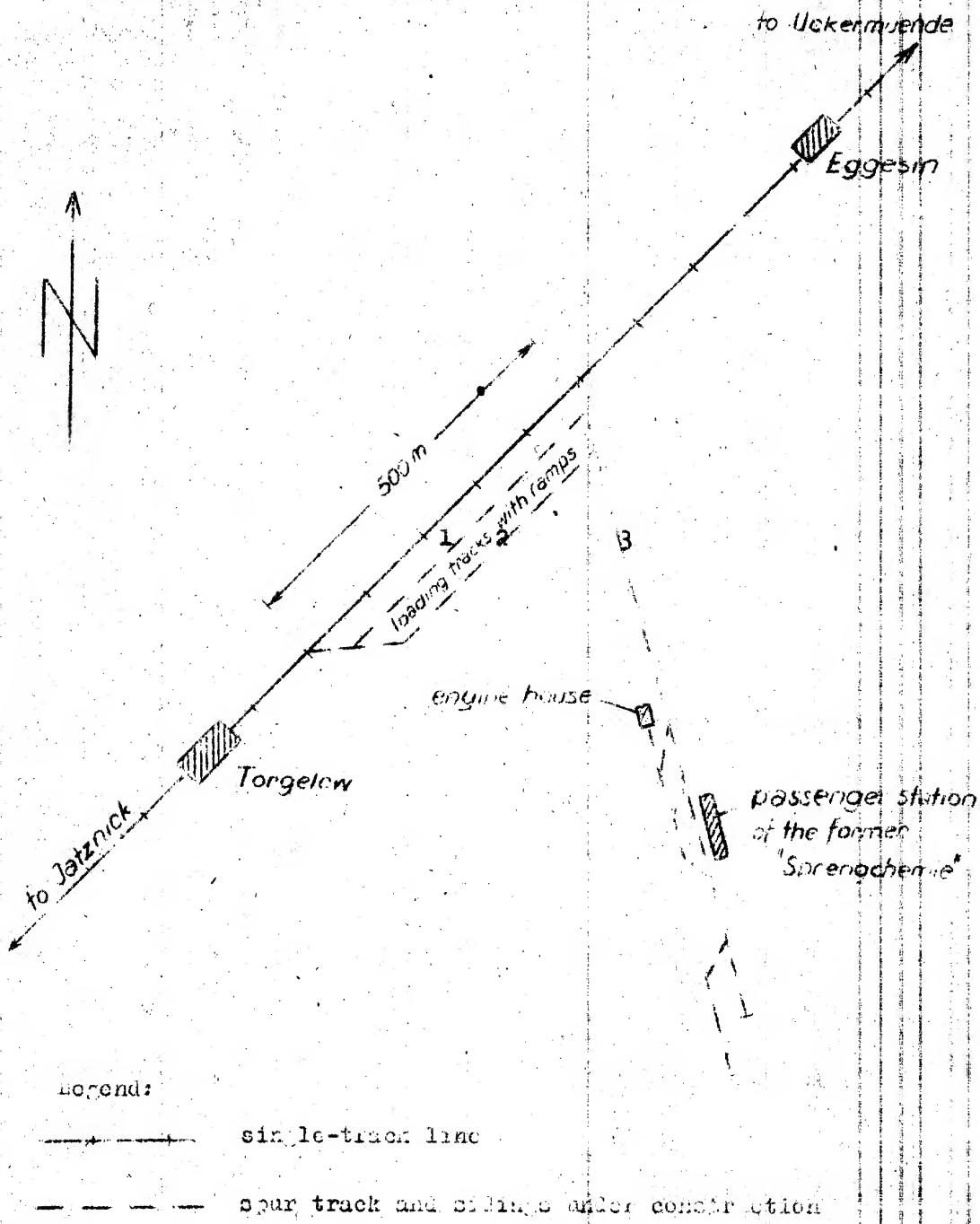
to Beelitz

to Tegelrietzen

Legend:

- ==== double-track line
- ++-- second track under reconstruction
- +--- reconstruction of second track planned
- #### scheduled construction of a non double-tracked line
- +-- single-track line
- > disjointed single-track line

spur track under construction in Torgelow - Egesin area



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